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Lethbridge Celebrates—

New Highway Opened By Governor General

"Within Our Borders" is a publication designed to acquaint the people of the Province with the administration and services of the Alberta Government.

It is the belief the many and varied services of the government will be effective in the degree they are known and used by the people.

"Within Our Borders" is prepared by the Publicity Branch of the Department of Economic Affairs. Any material used is for immediate republication.

Correspondence concerning the publication should be addressed to the Deputy Minister, Department of Economic Affairs, Legislative Buildings, Edmonton.

Road Leads From U. S. Border To Main Provincial Centres

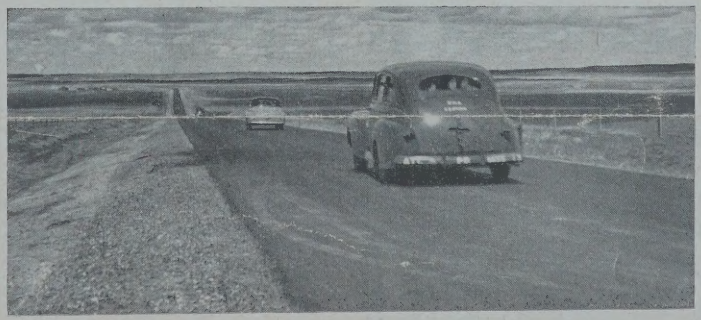
An impressive ceremony accompanied the official dedication of the recently completed highway between Lethbridge and Coutts, Alberta.

Viscount Alexander, Governor General of Canada, officiated at the dedication in conjunction with Col. John S. Chennault, Commanding Officer of the U.S. Air Base at Great Falls, Montana.

Renewed emphasis was placed on the subject of the perennial goodwill extended from both sides of the 49th parallel and special dedicatory addresses were presented by Hon. A. J. Hooke, Minister of Economic Affairs, representing the Province of Alberta, the Governor General and Mayor Jardine of Lethbridge.

The speakers drew attention to the significance of the occasion, pointing out that it would be a tangible instrument in further cementing the cherished

THE BORDER GATE AT COUTTS



THE HIGHWAY SWEEPS NORTH THROUGH ALBERTA FARMLAND

cordiality between the two nations, a modern artery of goodwill and neighbourliness.

Dedication of the highway suggests particular implications to Albertans themselves, aside from the fact that it provides an irresistible invitation to American visitors. For this new road, comprising as it does but a portion of Alberta's unprecedented highway improvement program, constitutes a luxurious all-weather market road, serving one of the most highly productive areas of the Province.

Such centres as Milk River, Warner, New Dayton and their tributary regions now have swift access to distribution markets and we may logically expect that the programme by the Government, with due intensification, will ultimately provide these advantages to every trunk line area in the Province.

Scholarship Plan

Solves Shortage

Alberta's plan of awarding scholarships to prospective teachers has helped to solve the acute teacher shortage in the Province.

This was indicated by Dr. W. H. Swift, Deputy Minister of Education, recently in connection with his announcement that applications were being received under the plan for next year's courses. Another factor in solving what has been a serious problem is the $320,000 grant by the Government for setting up a teachers' pension fund. Dr. Swift stated that Alberta's pension plan was considered the best in western Canada, and it was having an encouraging effect on the teaching profession generally.

The scholarship plan involves the expenditure of $40,000 to assist 200 students who enroll in the Faculty of Education at the University of Alberta. Dr. Swift pointed out that 180 scholarships, each valued at $200, will be awarded to candidates enrolling in the one-year program leading to the junior elementary and intermediate school certificate, while 20 will go to candidates taking the first year of the two-year program leading to senior elementary and intermediate school certificates.

This will be the second year the plan has operated. Last year 184 scholarships were awarded, and the successful candidates are already teaching in the Province.

Live Stock Service

Aids Farmers

The Alberta Department of Agriculture, with specialists in the fields of administration, education and extension, is working hand in hand with farmers, farm organizations and men of science to promote the welfare of our citizens through the best use of our land resources.

The maintenance of our soil demands sound judgment and careful management. In many cases we have relied too long on a wheat summer fallow economy for our livelihood, and the result is showing in depleted lands and soil erosion. The answer lies in greater use of grasses and legumes in our crop rotations to add fibre and fertility to the soil, and an adequate number of live stock so that we may profitably market the forage produced.

The immense scope of modern agricultural practice demands specialization, and the Alberta Department of Agriculture promotes efficient service by delegation of definite responsibilities to each of a number of branches. Among these is the Live Stock Branch, which serves the farmers of this Province in matters relating to management and improvement of horses, cattle, sheep and swine. It administers provincial live stock policies for encouragement and assistance of all interested in the production of good live stock.

IMPROVEMENT POLICY

Under a cattle improvement policy, pure-bred sires are placed with farmers at reduced prices. The department contributes 25% of the cost of the sires in addition to providing freight charges to the applicant's nearest railway station. This policy has resulted in securing better sires for commercial cattle breeders and a marked improvement has been noted in areas where a reasonable number of these bulls have been placed under the cattle improvement policy.

A live stock listing bureau maintained by the branch has proved valuable in the distribution of pure-bred stock. By listing names of breeders who have pure-bred animals for sale and names of those who desire to acquire high quality live stock, it provides a useful service both for disposal and purchase of pure-bred stock in the best interests of the farmers of the Province. No financial assistance is offered to those taking advantage of this service.

The sheep improvement policy re-

(Continued on Page 2)

District Nurse Given Lift Home . . .

Immunization Part of Service . . .

Duties Extend Into Bushland . . .

Adult Education Important . . .

Angels of Mercy

Outpost Nurses Do Tough Job—Do It Well!

It was a raw day in February. At a station where the railway skirts the muskegs along the shore of Lesser Slave Lake, Miss Green, district nurse, paced the windswept platform beside a freight train which was just getting ready to pull out. Results of an examination made from a throat swab she had sent to the Provincial Laboratory were due from Edmonton, and as Miss Green waited, she remembered Jeanette's flushed little face and the sore throat which had first aroused her suspicions that there was something seriously wrong with the child.

Suddenly the operator dashed out of the depot and handed Nurse Green the telegram. From the message the words "Diphtheria—Positive" were all she needed to know, and without hesitation she swung herself onto the freight as it moved out of the station. Jeanette was twenty miles away, and there was no time for formalities.

INTENSE WORK

Her arrival at the home of the sick girl was followed by long hours of intense work. First Jeanette was isolated and her entire family quarantined. Next anti-toxin was administered to her immediate contacts, following which the entire community was immunized. By the time it was done, Miss Green was tired but satisfield. She could do no more than care for Jeanette and wait.

The true incident in the life of one of Alberta's district nurses related here is typical of the work done by all members of this unique service. In their regular routine they are serving the people of Alberta, saving countless lives, and encouraging better health standards in the more isolated communities of the Province. Today it might be caring for a sick child, or treating an ailing mother. Tomorrow she may be called upon to sew up a gash from an axe that slipped or render first aid to the victim of a gunshot wound. But wherever she goes, and by whatever means she gets to her destination the district nurse is the source of strength and comfort to those in her charge.

GREAT RESPONSIBILITY

But the district nurse's responsibility goes far beyond active treatment of the sick and hurt. She must help those who are well to guard their health, and be an ever zealous missionary of health in the homes and classrooms in her community. Her duty is to teach preventive medicine so that her people may avoid illness. These things are her job.

The Alberta district nurse lives alone in a small cottage supplied her by the community she serves. In it she maintains an office supplied by the Department of Health with approved drugs, nursing and surgical equipment. Here she receives emergency cases and patients with health problems, and from here she goes out to answer the call of sickness in the home.

At one time much of her work was attendance at home deliveries but that has been reduced considerably by Alberta's free maternity care at the nearest hospital, so that now this class of work consists largely of prenatal and post-natal care of mothers.

PREVENTIVE MEDICINE

The worth of the district nurse is underlined too in the free immunization programme. She is constantly keeping up to date. Here is preventive medicine in action, and potential epidemics of whooping cough, diphtheria, scarlet fever and other serious diseases are nipped in the bud or are eliminated before they start. In Alberta during 1947 there were 118 cases of whooping cough, 10.4 cases of diphtheria, 27.2 of scarlet fever, and none of small-pox per 100,000 of population.

Who can deny that the efforts of the district nursing service, along with other agents engaged in the control of communicable diseases, are responsible for this fine record?

But that's not all. In addition to the programme of immunization carried on by the district nurse, by which the children of all co-operative parents face a future free from the major communicable diseases, her duties also include such activities as child welfare investigations, regular baby clinics held for the mothers in the community, and yearly health inspections of school children. More than this, she co-operates with every division of the Department of Health, as well as other provincial and national organizations.

ONLY MEDICAL AID

Often the district nurse is the only source of medical aid in a district where the nearest hospital or doctor is from thirty to eighty miles away. Because of this her services are virtually indispensable, and at little expense to the community. Residents of the district in which she is located are required to supply her with a house, fuel, water and transportation, in addition to which they must pay a nominal fee for drugs and treatment. Local residents are glad to do this, for it is small indeed in return for the security which her work provides. In fact it is only the shortage of nurses qualified for the job that has kept the Health Department from expanding the services to communities which have been asking for them.

There she goes . . . in any kind of weather, and by almost any method of transportation . . . taking with her comfort for the sick and the message of health for all.

Aids Farmers

(Continued from Page 1)

tains its popularity with the more progressive owners of small flocks. Under this policy, eligible applicants may obtain one or two pure-bred rams in each two-year period. Applicants who do not qualify under this policy, and those who require breeding ewes, may obtain them through the services of the live stock listing bureau.

ELIGIBLE APPLICANTS

The swine improvement policy provides for the shipping of pure-bred boars to eligible applicants, express or freight charges prepaid. A breeder of commercial hogs is entitled to purchase one boar in each two-year period. Only top quality boars are supplied. These are purchased from reputable breeders in this Province. The live stock listing bureau provides for supplying pure-bred boars and gilts to those who do not qualify under the Improvement Policy. Many pure-bred breeders, and some swine men in other Provinces take advantage of the listing bureau services.

Another source of assistance to swine raisers is the Dominion-Provincial brood sow policy. This policy is operated jointly by the Dominion and Alberta Departments of Agriculture in placing pure-bred and grade gilts. The cost of shipping the gilts is shared equally by the two departments. The Dominion department supplies a boar with each group of 20 sows placed.

Stock Inspection and Brands Acts protect both buyer and seller. The heavy movement of live stock through various marketing channels keeps members of the stock inspection staff busily engaged. During the past year there were 1,453 new brands recorded, 309 transfers were registered and 4,949 renewals made.

Alberta Motor Vehicle Accident Indemnity Act

Provincial Legislation Described In Detail For All Interested In Motor Accident Prevention

Alberta has a comprehensive, and in some respects unique, plan for indemnifying persons involved in automobile accidents in which property damage, bodily injury or loss of life are caused. It is contained in The Motor Vehicle Accident Indemnity Act first passed in 1947 and later amended at the recent session of the legislature.

Having regard to an increasing number of motor vehicle accidents causing injury to life, limb and property, the government decided to provide a measure of protection to the public. Compulsory automobile insurance was considered, but there was reluctance to resort to measures of compulsion if adequate protection for victims of automobile accidents could otherwise be provided.

A fund was therefore created for the benefit of automobile accident victims from which any person injured through the operation of a motor vehicle driven by another may have the expenses for medical and hospital treatment paid from the fund. In addition, any person who obtains a judgment in an action for damages arising out of bodily injuries or death incurred in a motor vehicle accident and who is unable to collect from the person liable because such person is not insured and has no other assets, may collect his unsatisfied judgment, from the fund.

PAYS JUDGMENTS

The fund will pay unsatisfied judgments up to $5,000 in the case of bodily injury to or the death of one person in one accident or $10,000 in the case of bodily injury to or the death of more than one person.

In other words, any person unfortunate enough to be injured through the operation of a motor vehicle will have his hospitalization and medical treatment paid for, and if he gets a judgment for damages he is assured of recovery under his judgment up to $5,000 whether or not the motorist responsible for the injuries is insured.

On the other hand, motorists should either be able to pay for the damages they cause or should carry insurance to cover such damages. The legislation accordingly provides certain advantages or benefits which are enjoyed by the insured motorist.

The motorist involved in an accident is liable in certain circumstances to have his driver's license suspended or his car impounded. If, however, he carries motor vehicle liability insurance, these penalties will not be imposed. If his license is suspended or his car impounded and he produces or pays the damages, his license may be reinstated and his car released.

LICENSE CANCELLED

In the case of a motor vehicle accident where the fund has had to pay damages to the injured person, the license of a negligent driver will be cancelled or suspended until he repays to the fund the amount paid on his behalf, and until he takes out insurance for the future. The negligent driver who gets involved in numerous accidents will soon be unable to obtain insurance or to pay damages awarded against him, and as a result will then be unable to obtain a driver's license and will be barred from driving.

Experience proves that these provisions are resulting in benefits to the public in two ways: By the reduction of motor vehicle accidents through the elimination of careless drivers and by an increase in drivers carrying adequate protection. Bearing in mind these broad general principles underlying the Act, let us examine its provisions in greater detail.

THE FUND

The fund created to pay the benefits under this Act is known as the Unsatisfied Judgment Fund. It is created by charging the owner of each motor vehicle a fee of $1 at the time registration of the motor vehicle is applied for. This fee is payable only once per year and in the event that the vehicle changes hands with its license plates, the fee is not payable a second time by the new owner.

HOSPITAL AND MEDICAL TREATMENT

Any person injured through the operation of a motor vehicle driven by another to such an extent as to require hospital or medical treatment, or both, may apply for reimbursement of the expenses incurred out of the fund. The moneys payable are paid to the person injured or to his hospital or doctor if the injured person so directs. The hospital and medical fees are payable at such rate and for such period as may be determined by order of the Lieutenant Governor. The question of liability or negligence does not enter into the question of payment of these expenses.

The person injured may himself have been at fault. Whether he is or not, however, there is no need for him to commence any action or take any other proceedings to establish liability or negligence. All that is required of him is an application for payment of his expenses.

DAMAGES

Any person who recovers a judgment in an action arising from a motor vehicle accident for an amount exceeding $100 exclusive of costs, which is not paid by the debtor, may apply to a judge of the Supreme Court of Alberta for an order directing payment of the amount of the judgment from the fund.

In such case the applicant must show that he has made every reasonable effort to recover the judgment from the person liable. Any amount which he recovers from the judgment debtor is, of course, deducted from the amount payable from the fund, accordingly, he must prove to the Court how much he was awarded in the judgment for damages and the amount still owing. He is required to issue a writ of execution and show the results of the seizure. Either the sheriff or bailiff would find no goods liable to be seized in satisfaction of the judgment or if they found some, the amount realized would be applied upon the judgment to reduce the balance due. He must examine the judgment debtor in aid of execution to ascertain what property he has liable to seizure or whether he has a motor vehicle liability insurance policy. He is required to give evidence of the inquiries he has made to determine the assets of the judgment debtor. If the searches reveal assets, he must then show that he has taken all necessary action to realize upon them.

ADMINISTERS FUND

The Superintendent of Insurance, who administers the fund, is empowered to appear on the hearing of the application before the judge and may show cause why the order should not be made for payment out of the fund.

If, however, the judge is satisfied that the injured person has taken all proper steps for recovery, he may make an order directed to the Provincial Treasurer requiring him to pay the amount of the judgment or the balance owing on it from the fund.

The amount payable from the fund cannot exceed in the case of bodily injury to or the death of one person in one accident the sum of $5,000, or if more than one person the sum of $10,000. The amount of $5,000 or $10,000 as the case may be, will be reduced by any amount the injured person has or may recover from the judgment debtor.

In the case of a hit and run driver, or in the case of an accident caused by a stolen car where the injured person is unable to sue the owner or the driver because they are unknown, he may commence his action against the Superintendent of Insurance as a nominal defendant. If he recovers a judgment in such an action, the judgment will be paid from the fund.

SUSPENSION OF DRIVERS' LICENSES

Where the driver of a vehicle is involved in an accident which causes bodily injury to or the death of any person, or damage to property in excess of $25, the Minister is required to suspend the driver's license, but if the driver was clearly not guilty of any negligence and not responsible for the accident, the Minister in his discretion may allow him to retain his license. Also, if the only damage resulting from the accident is to the person or property of the driver of the vehicle, the Minister is not required to suspend the license, or if the driver is insured or is able to produce to the Minister proof of financial responsibility in one of the forms prescribed in The Vehicles and Highway Traffic Act, his license need not be suspended.

Subject to the above exceptions, every license suspended under these provisions remains suspended, nor is any new license issued until the driver complies with certain conditions. First, the driver must comply with one of five requirements to the satisfaction of the Superintendent. These requirements are:

1. Deposit security sufficient to satisfy any judgment that may be recovered against him; or
2. Deposit security equivalent to any amount agreed upon by the parties as liquidated damages; or
3. Produce proof that he has paid all claims for damages; or
4. Prove that a year has elapsed and he has not been named as defendant in any action for damages as a result of the accident;
5. Prove that judgments in all actions for damages resulting from the accident have been given in his favour and that no appeal has been taken against any of them.

Upon compliance with one of the five requirements and upon production to the Minister of proof of financial responsibility, if any, as may be required under the provisions of The Vehicles and Highway Traffic Act, his license may be reinstated.

The limits as to amount prescribed in this Act are $5,000 for one person injured and $10,000 for more than one person. In depositing security or producing proof of payment of claims against him, a driver is only required to do so within the limits as to amount prescribed in the Act.

IMPOUNDING OF VEHICLES

Where a vehicle is involved in an accident resulting in bodily injury to or the death of any person, or damage to property exceeding $25, any peace officer, but only if authorized by the Provincial Secretary, may impound the vehicle in accordance with instructions which may be issued by the Minister. The Provincial Secretary in his discretion may authorize the impounding of any designated motor vehicle or of any class or classes of motor vehicles.

No instructions have been issued to date by the Provincial Secretary nor has he authorized the impounding of any class of motor vehicle.

When a peace officer impounds a motor vehicle, if the impounding were authorized, it would be taken to a garage, selected by the owner, in the event that repairs are necessary. If repairs are not necessary or not immediately desired, the owner could still select a garage in which his car would be impounded unless otherwise

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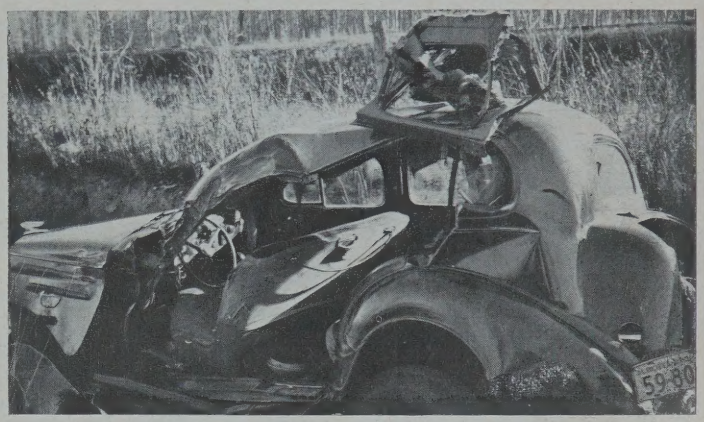


Correspondence Branch Work Praised

"I cannot speak too highly of the service."

Those were the words used by E. C. Powell, of Edmonton, on his recent return from Bermuda, to describe the correspondence branch of the provincial Department of Education.

Mr. Powell learned in detail of the services provided by this branch during a two-year stay in Bermuda. His two children, Jimmie, 16, and Grace, 13, were unable to attend school in Bermuda as the school-leaving age there is 13. However, because of the services of the correspondence branch, they received Alberta grade schooling during their entire stay on the island.

The Edmontonian was with the Bermuda health department, keeping a check on the island's water supply, mosquito control measures and was quarantine officer for all incoming ships.

Interviewed by Edmonton newspapermen on his return Mr. Powell held high praise for the correspondence school branch.

"The branch performs a real service in educating Alberta children living throughout the world, as well as in isolated sections of the Province," he declared. "The only slight difficulty we found in correspondence education was the length of time it took to send materials to Edmonton and have them corrected and returned."

(Continued from Page 3)

required by the police. All costs and charges for the care or storage of a motor vehicle impounded under this section constitute a lien against the car which may be enforced by the garagemen in the manner provided by The Garagemen's Lien Act.

A car impounded in a garage could not be removed except upon the written order of the Provincial Secretary, and any person violating this provision would be guilty of an offence and liable on summary conviction to a penalty of not less than $50 nor more than $500 and to imprisonment for a term not exceeding 30 days. Vehicles belonging to the Crown cannot be impounded.

CAN ORDER RELEASE

The Provincial Secretary can order the release of an impounded vehicle if he is satisfied it was a stolen vehicle, or that the owner and the driver were clearly not responsible for the accident, or that the only damage resulting from the accident was to the person or property of the owner and the driver, or that the owner has paid or otherwise satisfied all claims for damages, or that the owner was insured.

If none of the above conditions exist, the Provincial Secretary may also order the release of the vehicle if satisfied that,—

(a) One year has elapsed and no action has been commenced against the owner; or
(b) All actions for damages against the owner have been decided in his favour and no appeal has been taken; or
(c) The owner has paid all judgments recovered against him; or
(d) The action has not been brought to trial within 12 months after it was begun; or
(e) The motor vehicle has not been seized under an execution issued pursuant to the judgment against the owner within (3) months of the date of the judgment.

The Provincial Secretary cannot, of course, order the release of a motor vehicle seized or impounded by judicial authority.

The provisions regarding impounding give an additional measure of protection to the public. They provide that a motorist who is responsible for an accident and is not covered by liability insurance must pay the damages he has caused before he can obtain the release of his car. If he does not pay the damages, his car can be seized and sold in satisfaction of the judgment. These provisions should be particularly useful when the motor vehicle is the only asset the negligent motorist has in the Province. Of course, if the vehicle is insured, it is not subject to impounding as the insurance is available for payment of damages.

From the foregoing it is considered the legislation will in large measure solve the problem of affording protection to victims of automobile accidents. The expense of their hospital and medical treatment will be paid from the fund. The penalty provisions regarding suspension of licenses and impounding of vehicles of careless drivers will facilitate the payment and settlement of damage claims. The legislation results in funds being made readily available for the purpose through the depositing of security, etc., or claims may be settled to obtain the release of a motor vehicle or the reinstatement of a license.

It encourages by the imposition of the penalties, increases in the number of drivers providing financial responsibility and thus the recovery of damages by any injured person is facilitated. If, however, a judgment for damages is obtained against a driver who is unable to pay and who carries no financial responsibility, injured persons are assured of recovery to the limits of $5,000 and $10,000 in any event.

In addition, the likelihood of accidents is reduced through the elimination of careless and unqualified drivers.

Tourists Mean Dollars To Alberta

Estimates Say Visitors Spent $13,597,500 Last Season to Match Highway Expenditures In Province

Tourists spent nearly as much money in Alberta in 1947 as the Government of Alberta spent on highways. Actually, according to the provincial statistician, 752,000 visitors spent $13,597,500. The Government spent approximately $14,000,000 on roads.

The statement was made by well informed Government officials a few years ago that the day would soon arrive when visitors to this Province would pay for our roads. That milepost may be passed in 1948 if the number of inquiries received this spring by the Alberta Government Travel Bureau are an indication of this year's business. It seems probable that the attendance and expenditure record established last year will be broken again in 1948.

Lack of accommodation and good roads have been a foremost problem in the tourist industry until about two years ago. The war interfered seriously with both but, in 1947, the tourist industry really started to roll because, at last, the highway crews were given the signal for an all-out effort and builders, especially in the mountain resorts, threw everything they had into the construction of new tourist cabins.

NEW HIGHWAY

Today with the completion of the new highway from Coutts to Lethbridge, and from Calgary to Lake Louise, Alberta stands in a leading position not only in relation to Canada but as an integral part of the Pacific North-west. When a few patches are completed this summer between Red Deer and Ponoka, and some further improvements are made between Lethbridge and Macleod and Macleod and Calgary, modern top-standard pavement will extend from Coutts, at the border, to Morinville, 17 miles north of Edmonton with, of course, other paved sections from Edmonton west 54 miles to Seba Beach, and east of Edmonton 13 miles; east of Redcliff through Medicine Hat to the Saskatchewan border; east of Calgary 30 miles to Strathmore and west 125 miles to Lake Louise; east of Lethbridge 32 miles to Taber and west 77 miles to Waterton and Chief Mountain by way of Pincher Creek.

The new official government road map for 1948 which is now on the press, gives all the details of all paved and gravelled highways in the Province.

High praise for Alberta's progress in highway construction was an outstanding feature of a two-day conference in Lethbridge on May 5th and 6th which was attended by representatives of Board of Trade and Chambers of Commerce in southern Alberta and Montana. One speaker from Montana told the conference that Montana would have been quite unable, for financial reasons, to build their roads to present-day standards without federal aid and he expressed amazement that Alberta had been able to do so much without it.

ACCOMMODATION

In a possibly more spectacular manner, the accommodation problem has been nearly solved, but, in order to keep pace with the increased demand as our resort centres become more publicized and more popular, further expansion will have to take place.

A new hotel is under construction in Banff and, it is expected, will be ready for the visitor rush this season. The accommodation situation in Banff has become aggravated by the remarkable growth in registration at the School of Fine Arts and this will be relieved only as additional dormitory space is built on the excellent site on the south-western shoulder of Tunnel Mountain. It is expected that one dormitory unit for 100 persons will be available this summer. Meanwhile, the cabin and tent camps have been greatly increased. At least one new cabin camp is scheduled for construction this year in the Banff area and will be located just west of the Johnson Canyon camp on the Lake Louise highway.

The 1947 season proved to be a year of construction boom and expansion in Jasper National Park. Five new cabin camps sprang up and, although not all were ready for the rush, they will be fully ready this year. A cabin camp and entertainment centre is under construction in Elk Island Park. It is now conservatively estimated that accommodations in the four National Parks —Waterton, Banff. Jasper and Elk Island—will accommodate a peak load of 20,000 persons per night.

INSPECTION OF CAMPS

All tourist camps in the parks areas have been under supervision and subject to inspection by federal government officials for several years. In 1947 the Government of Alberta passed legislation to bring tourist camps outside of the National Parks under government inspection and licensing. Eighty-three such tourist camps are now licensed and their cabins are graded according to their construction and accommodation facilities. Grade "A" cabins must stand on a stone or concrete foundation, have hardwood or linoleum-covered floors, finished interior walls with a clear height of not less than eight feet and must have a lined brick chimney. There must be modern bathroom facilities and kitchen complete with refrigerator, stove, sink and other usual furnishings and dishes and utensils on request.

In short, the Grade "A" cabin in Alberta is a fully modern living unit. Grade "B" cabins must conform to Grade "A" standards except that the floors need only be painted, the refrigerator and bath or shower not provided. Grade "C" cabins do not contain water or bathroom facilities and Grade "D" cabins are those which do not conform to the standards of the Grade "C" type. Locations of these tourist camps together with the number of cabins and their grade ratings are published each spring in a booklet compiled by the Alberta Government Travel Bureau for free distribution.

Many resort executives in Alberta, we are happy to say, are showing an active interest in educating their employees in the art of courtesy. This is particularly noticeable among the employees of oil marketing companies which operate service stations either directly or indirectly. These companies hold staff meetings in their various districts during the winter months. At such conventions, sales methods are among the subjects discussed. Courtesy and approach are two important considerations in all forms of selling.

During the past winter, executives of the Canadian Pacific Hotels conducted a staff meeting of personnel heads in the Palliser hotel in preparation for the present tourist season.

However, a tremendous task confronts that portion of the travel industry which is not so well organized. Training plans for employees of tourist camps, small hotels, restaurants, and retail stores have been given much consideration. The possibility of establishing a class in cookery for resort cooks at the Institute of Technology and Art in Calgary has been assured so as soon as sufficient numbers apply for such a course but, while the Government, possibly through the Tourist Bureau, can give a strong lead in this direction, it should be, primarily, an effort of the industry itself activated through its own organizational channels.

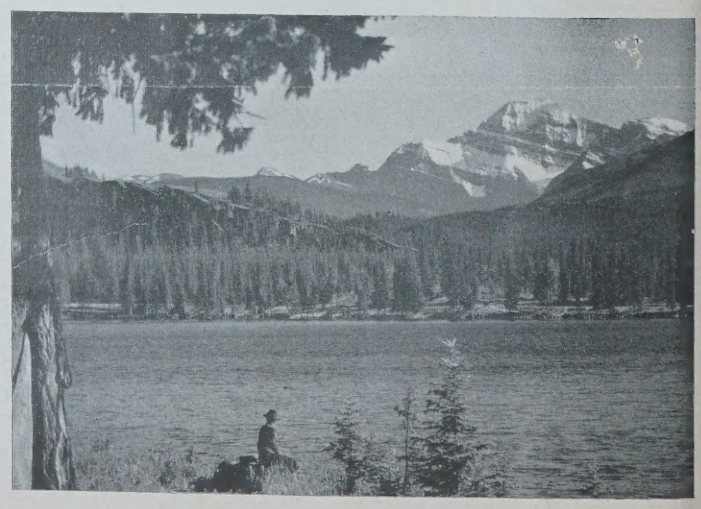
Our visitors have high praise for our courtesy and hospitality as a people but that should not lure us into a dangerous complacency; it should not delude us with the false idea that we are perfect—that no improvement is possible. At present, our courtesy and service are acceptable but they could make us famous.

And that is one thing we need badly—to become FAMOUS for our courtesy, our service and our congenial hospitality.

Oil Publication

During the war years Alberta made such a contribution of oil for victory that the output of our oilfields, after reaching a high of 10,136,296 barrels in 1942, began to diminish with disturbing velocity. But in the closing months of last year production turned upward again, and revenue to producers reached an all-time high of $18,078,907—an increase of more than $3,500,000 over the preceding year.

The telling makes a more cheerful story than has been possible for the last six years. With data on Canada's place in Dominion and world oil production, it is set down in facts and figures in the Annual Oil Review, 1948, now rolling from the press. Copies may be had from the Director of Publicity, Department of Economic Affairs, Edmonton, Alberta.



ONE OF ALBERTA'S BEAUTY SPOTS